

CHAPTER 412

BOATS

A. GENERAL

1. This chapter applies to the movement of privately owned boats, property of members/employees. See the JFTR, Paragraph U5310-F, Excess Costs for Transportation of Boats as HHG for computation of excess costs when boats are included in HHG. For the movement of boats used as a primary residence, see the JFTR, Paragraph U5500, General, the JTR, Paragraph C10000, Privately Owned Mobile Homes, and the procedures in Chapter 407 of this Regulation. In addition to the above information, the following procedures apply:
 - a. For Members:
 - (1) Domestic: Boats 14 feet or less without trailer.
 - (a) Boats that can be transported in a moving van, e.g., canoe, skiff, dinghy, scull, kayak, rowboat, sailboat, outboard/inboard motorboat, 14 feet or less without a trailer may be shipped with HHG or personally procured transportation.
 - (b) Shipments weighing less than 500 lbs that include small boats, such as canoes, kayaks or sculls may be shipped by DPM.
 - (2) Domestic: Boats 14 feet or less with trailer. Boats 14 feet or less with trailer may be shipped separately under the domestic OTO rate negotiated by HQ MTMC or personally procured transportation.
 - (3) Domestic: Boats 14 feet or over with or without trailer. Boats 14 feet and over with or without a trailer will be shipped separately under the domestic OTO rate negotiated by HQ MTMC or personally procured transportation.
 - (4) International: Small boats such as canoes, kayaks or rowboats will be moved with HHG; Item 508, International Personal Property Rate Solicitation will be used for crating. For boats that will fit into a standardized overseas container, international OTO procedures will apply.
 - b. For Employees:
 - (1) Domestic: Boats (and their associated trailer) that can fit into a moving van.
 - (a) Boats (and their associated trailer) that can be transported in a moving van, e.g., canoe, skiff, dinghy, scull, kayak, rowboat, sailboat, outboard/inboard motorboat, may be shipped with HHG.
 - (b) Shipments weighing less than 500 lbs that include small boats, such as canoes, kayaks or sculls may be shipped by DPM.
 - (2) Domestic: Boats (and their associated trailer) that can fit into a moving van, may be shipped separately under the domestic OTO rate negotiated by HQ MTMC, employee

arranged move, or shipped with HHG. NOTE: Employees are limited to domestic shipment of boats that can fit into a moving van with or without trailer.

- (3) International: Small boats such as canoes, kayaks or rowboats will be moved with HHG; Item 508, International Personal Property Rate Solicitation for crating fees.
2. OTO Mobile Home/Boat Rate Solicitation. HQ MTMC/MTPP-PP will issue the solicitation and distribute it to all TOs involved in counseling and movement of mobile homes and boats. Refer to the rate solicitation for all carrier responsibilities and procedures.
3. If the member elects to move a boat via the personally procured transportation method, the member will receive counseling and authorization from the TO.
4. For Boats, Other Than Those Shipped With Personal Property. If the member/employee elects to personally procure transportation of the boat, all arrangements will be made by the member/employee. Reimbursement is based on authorized entitlement. For employees: In determining reimbursement, see the JTR, Paragraph C8210B, Employee-Arranged Move. For members: In determining reimbursement, see the JFTR, Paragraph U5310, Basic Entitlement, and DOD Component publications.
5. Employees may ship boats that can fit into a moving van and those used as a primary residence and defined as mobile homes in the JTR, Appendix A, Definitions.

B. COUNSELING

1. Application for Shipment of Boat. The counseling office will prepare DD Form 1299 (Figure 401-1) supported by the member's/employee's orders. If the counseling office is not the origin TO, the DD Form 1299 with supporting documents will be forwarded to the responsible TO.
2. The counseling office will stress the following information in addition to the counseling checklist for domestic boat shipments:
 - a. The member/employee will ensure the boat and motor are securely fastened/strapped to the trailer. The trailer will have a valid license. If the origin state does not require the trailer to be licensed, the member/employee will be informed of being responsible for the cost of a transit permit to be provided by the tow-away carrier. The following stipulations will also be met:
 - (1) The trailer will have working lights, wiring, and brakes (if so equipped).
 - (2) The trailer will be equipped with good tires and hubs that have been checked for adequate lubrication and good bearings.
 - (3) The trailer frame cannot be bent, twisted, or broken.
 - (4) The member/employee will ensure the boat is prepared for shipment to avoid additional charges.
 - b. When a commercial boat hauler is used, the boat will be picked up at a marina and delivered to a marina where a crane can be utilized to load and off-load the boat. Arrangements and

cost for the marina crane at origin and destination are the responsibilities of the member/employee.

- c. Boats cannot be over 13 feet high from the keel to the highest point on the bridge. Members/employees are also responsible for dismantling bridges, spars, and masts to meet dimension requirements.
 - d. Articles not part of the structure will be removed, i.e., clothing, electronic gear, televisions, skis. For complete guidance, refer to the Mobile Home/Boat Rate Solicitation.
 - e. Advise the member/employee of projected excess costs, including weight additive for shipping and storage.
3. When a boat is moved under the international program and the member is also shipping HHG to the same destination, the boat and HHG will be combined into one shipment and moved under the International Boat OTO program.
 4. When requesting a domestic boat shipment, the TO will submit any requirement for SIT and the estimated total time the shipment is to remain in storage. SIT will be included as a determining factor in selecting the best value carrier.

C. RATES

1. OTO rates for the movement of boats are obtained through competitive solicitation using the Mobile Home/Boat One-Time-Only (BOTO) Program, the International Rate Solicitation (IRS), and other methods as may be determined by HQ MTMC/MTPP-PP-R or designated representative.
2. The following guidance pertains to BOTO:
 - a. The TO responsible for shipping the boat will provide HQ MTMC or their designated representative the complete information contained in the BOTO Request Format, Figure 412-1 for domestic shipments and Figure 412-2 for international shipments.
 - b. BOTO requests will be made as soon as possible, but not less than 10 days (domestic) or 30 days (international) prior to the pickup date. Every effort will be made to meet the needs of the member/employee.
 - c. Shipments will be tendered to the carrier prior to the tender expiration date. A tender is valid for 30 days and can be extended. In the event that conditions prevent pickup, HQ MTMC will be notified by the TO so action can be taken.
 - d. The TO will notify the carrier immediately and notify HQ MTMC on all BOTO movement cancellations. If cancellations are made less than 48 hours prior to pickup (time begins at 0800 Eastern Standard/Daylight Savings Time on the date of pickup), the carrier may bill for services ordered, but not used.

D. CARRIER OR AGENT FACILITIES

1. Location. DOD-approved boat carriers are not required to have an agent or carrier-operated facility within the AOR of an installation to be qualified to participate in boat traffic.

2. Requirements. If approved by the TO, a carrier may designate any DOD-approved storage facility to serve as its agent.

E. SHIPMENT PROCEDURES

1. When a boat is not ready for pickup on the agreed date, the TO will notify the carrier of the delay at least 48 hours prior to the date of pickup. A new pickup date will be established based upon the estimated date the boat will be ready for movement, the member's/employee's requirements, and the carrier's capability. Shipments will be tendered to the carrier prior to the expiration date (30 days from original solicitation pickup date).
2. DD Form 1840/1840R (Figures 401-4 and 401-5) will be used to record all loss or damage.
3. Carrier Refusal of Shipment Due to Boat Trailer Not Being Road-Worthy. If the carrier's inspection or a government inspector reveals a deficiency and renders the boat trailer unsafe or unlawful for transportation, the origin TO will be notified and will instruct the member/employee to have the deficiency corrected. If correction is not possible before or on the agreed date of pickup, the TO will terminate the PPGBL/BL. The member/employee is liable for all attempted pickup charges, when not the fault of the carrier. Under no circumstance may the TO release the boat for shipment until it is considered by both the carrier and the TO to be safe and practicable to move.
4. Termination of Boat Shipment. A shipment will be terminated when ordered by HQ MTMC or a TO. Termination of service is normally used in cases of violation of federal, state, or local laws; violation of TOS; improper performance of service; or cancellation of the member's/employee's orders. The following applies:
 - a. Any charges for authorized services performed to point of termination will be paid IAW the submitted rate tender and/or a negotiated rate obtained by HQ MTMC.
 - b. If the shipment was delivered to or from SIT, then any SIT charges will be paid when required and authorized by the TO.
 - c. A termination of service that requires the transfer of a boat from one carrier to another will be coordinated with HQ MTMC for a negotiated rate. The carriers involved in the transfer will each verify exceptions to the boat at time of transfer. The TO will issue a new PPGBL/BL to the new carrier that cross-references the PPGBL/BL of the terminated carrier.
 - d. When the carrier receives an order for termination, the carrier will locate the shipment, advise the TO or HQ MTMC of the location of the shipment, and effect the required change in a documented manner. The TO will issue a PPGBL/BL Correction Notice to show the termination point and correct the rate.

F. SIT

1. The following applies only to tow-away boats that are not water-to-water movements.
 - a. Onward movement or delivery to a residence will be effected only at the request of the TO. The origin TO assigns a SIT control number at the origin or en route and arranges with the carrier for release for delivery to final destination. The destination TO assigns the SIT

control number for SIT at destination and arranges for delivery and any required destination services.

- b. When a boat is hauled using the tow-away method, it basically follows mobile home procedures for SIT. SIT can be either in a DOD-approved mobile home SIT facility or a DOD-approved HHG SIT warehouse.
 - c. The single factor rate includes delivery to destination, even after it has been placed in SIT at a HHG carrier's warehouse. Therefore, the tow-away boat carrier that placed the shipment in SIT will be contacted to move the shipment to destination, unless the member/employee elects to hook up to the boat and tow it to destination. Personally procured transportation procedures do not apply.
 - d. SIT involving boats may use the same storage facilities as mobile homes. TOs are requested to check the PPCIG, Volume I, for storage facilities.
2. For the procedures concerning SIT of boats, see Chapter 407, Paragraph G of this Regulation.

G. NTS

1. For determining the entitlement of NTS for boats, see the JFTR, Paragraph U5380, Non-Temporary Storage and DOD Component publications.
2. If a boat is accepted by a NTS contractor, the member/employee is responsible for preparing for storage (clean, fuel purged, winterized).
3. When the TO is unable to make arrangements, the member/employee may elect to arrange for storage at the member's/employee's expense. The member/employee can file a claim for reimbursement after withdrawal. Reimbursement will be IAW the JFTR, Paragraph U5320-D.
4. The member/employee may elect to include a boat with NTS of HHG. The NTS contractor will accept the boat if it is 14 feet or less without a trailer. If boat is 14 feet or over or has a trailer, the NTS contractor is not obligated to accept. Boats will be stored inside the approved warehouse. Outside storage of boats is not authorized.

H. SHIPMENT OF BOATS TO ALASKA

1. Consignment Instructions. Shipments of boats from CONUS to Alaska will be consigned IAW the PPCIG and moved under the international OTO method.
2. Shipments Within Alaska. Intrastate boat shipments in Alaska are governed by the CONUS movements procedures and IAW specific state regulatory agencies.

I. QUALITY CONTROL INSPECTIONS

The TO will inspect as many boat shipments as possible originating and terminating within the TO's AOR.

J. CARRIER PERFORMANCE

1. Carrier Performance Files. Each origin TO will establish a carrier performance file for each boat carrier qualified to serve the installation's AOR. The file will contain all pertinent data relating to the carrier's performance.
2. Unsatisfactory Performance. When a carrier or carrier's agent violates any provision of the TOS, rules, publications of applicable rate tariffs/tenders, legal requirements, or commits unethical acts, the TO will take action. As a minimum, the TO will report any violations and/or unsatisfactory service rendered by BOTO carriers to HQ MTMC/MTPP-PP.

BOTO MESSAGE REQUEST FORMAT

FROM: (PPSO)

TO: CDRMTMC ALEXANDRIA VA//MTPP-PP//

UNCLAS

SUBJECT: REQUEST FOR ONE-TIME-ONLY -- DOMESTIC BOAT RATE

1. MEMBER'S/EMPLOYEE'S NAME/RANK OR GRADE/SSN/SERVICE.
2. PICKUP POINT. TOW?AWAY INCLUDE COMPLETE ADDRESS, COUNTY/PARISH, CITY, STATE, AND ZIP CODE. IF COMMERCIAL HAULER GIVE ADDRESS AND PHONE NUMBER OF LIFT SITE, SUCH AS A MARINA.
3. DESTINATION POINT. TOW?AWAY INCLUDE COMPLETE ADDRESS, COUNTY/PARISH, CITY, AND STATE. IF COMMERCIAL HAULER GIVE ADDRESS AND PHONE NUMBER OF LIFT SITE, SUCH AS A MARINA.
4. PICKUP DATE.
5. REQUIRED DELIVERY DATE (DESIRED DELIVERY DATE IF UTILIZING COMMERCIAL METHOD).
6. STATE IF: TOW?AWAY, OR COMMERCIAL BOAT HAULER.
7. REQUIREMENT AND LOCATION FOR SIT (FOR TOW?AWAY ONLY).
8. SIZE OF BOAT (LENGTH, WIDTH, HEIGHT). YEAR, MAKE, MODEL, MANUFACTURER'S WEIGHT, TYPE OF BOAT (MOTOR, SKI, SAIL, FISHING, YACHT). ALSO STATE IF BOAT HAS ANYTHING OUT OF THE ORDINARY THAT A CARRIER NEEDS TO KNOW FOR TRANSPORTING.
9. SIZE OF TRAILER (LENGTH, WIDTH, HEIGHT). YEAR, LICENSE INFORMATION (NUMBER, STATE, EXPIRATION DATE).
10. IS TRAILER ROADWORTHY?
11. ORIGIN BLOC.
12. DESTINATION BLOC.
13. TRANSPORTATION OFFICE POC (INCLUDE NAME, DSN, AND COMMERCIAL PHONE NUMBERS).
14. ADDITIONAL REMARKS.

Figure 412-1. BOTO Message Request Format

INTERNATIONAL BOAT RATE REQUEST

FROM: PPSO

TO: CDRMTMC ALEXANDRIA VA//MTPP-PP//

SUBJ: REQUEST FOR PERSONAL PROPERTY ONE-TIME-ONLY (OTO) WITH BOAT RATE

1. MEMBER'S/EMPLOYEE'S NAME/RANK/SSN.
 2. CODE OF SERVICE.
 3. ORIGIN PPSO: INCLUDING BLOC AND PICKUP POINT OF SHIPMENT IF OTHER THAN INSTALLATION (HHG AND BOAT).
 4. DESTINATION CITY, INSTALLATION, BLOC, STATE/COUNTRY.
 5. PICKUP DATE.
 6. REQUIRED DELIVERY DATE.
 7. ESTIMATED WEIGHT IN NET POUNDS FOR HHG.
 8. ESTIMATED WEIGHT IN NET POUNDS FOR BOAT. BOAT REQUESTS MUST INCLUDE THE FOLLOWING: BOAT-LENGTH, WIDTH, HEIGHT, MOTOR-MAKE, SERIAL NUMBER, WEIGHT, WHETHER INBOARD OR OUTBOARD.
- NOTE: WHEN BOAT IS MOVING WITH TRAILER, COMBINED DIMENSIONS ARE REQUIRED.
9. DATE BOAT OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
 10. LIST CARRIERS IN NONUSE.
 11. POINT OF CONTACT/TELEPHONE NUMBER.

Figure 412-2. International BOTO Rate Request Format